

MACKEREL GOING UP.

**Salt Cape Shore Fares Bring
Advance Today.**

BUT FEW MORE TO ARRIVE.

**Storm Brought Damage to Some
of Southern Fleet.**

Salt Cape Shore mackerel took a decided advance yesterday afternoon and today. Yesterday morning sales were at \$10.50 per barrel. In the afternoon the fare of sch. Golden Hope sold to D. B. Smith & Co. at \$11 per barrel, part of the fare being shipped out of town. Sch. Rival's trip went to Hall & Co. at \$11 and Reed & Gamage had sch. Navahoe's fare at the same figure. Wm. H. Jordan had the fares of sch. Harvard and Lottie G. Merchant at \$11. This morning the fare of sch. Miranda sold to D. Elwell Woodbury at \$11 3-8 per barrel.

Some of the netters and seiners were caught out in yesterday's heavy blow off No Man's Land and were obliged to make harbor at New Bedford.

Sch. Thelma of Edgartown lost two dories and had mainsail torn; the sloop Ellouise of Dennis had her boom broken in three places; the sloop Rightaway lost a dory and split sail; sch. Mizpah went ashore in Padanaram harbor, and sloop Volunteer, the old cup defender had her mainsail badly split while coming in.

Mackerel literally swarmed the water of Arichat harbor on Saturday and to such an extent that some fishermen made over \$100 in that morning's catch. On Monday the fishermen's boats were again loaded to the top, and all of goodly size; but, alas! they could find no sale for them, the market being glutted. This, observes the Richmond Record, was a great disappointment to them. They salted them down in barrels and will no doubt sell them at a fair figure later in the season.

The salt Cape Shore catch to date is 8550 barrels. The catch of the whole fleet, about a dozen of which remain to arrive, is estimated at close to 10,000 barrels.

Many seiners are now waiting for good weather so that they can have a look across the bay when they go out.

Sch. Titania put into New Bedford during yesterday's heavy blow, having lost her seine-boat.

Sch. Ellen F. Gleason cleared from Louisburg on Tuesday.

The fresh mackerel catch of the fleet to date is 38,000 barrels against 42,767 barrels at this time last year.

The fresh mackerel receipts this week aggregate 4000 barrels.

A special to the TIMES from Newport says the prospect at this time is very good considering the weather, the netters who take a chance and set in the fog are doing better than at any time this season.

The fare of sch. Nellie Dixon at Boston sold at \$10.50 per barrel.

Steamer Varuna was at Newport yesterday with 2000 fresh mackerel.

The following netters arrived at Newport yesterday afternoon:

Sch. Nokomis, 5 barrels fresh mackerel.
Steamer F. S. Willard, 6 barrels fresh mackerel.

Sch. Crusade, 8 barrels fresh mackerel.
Sch. Thelma, 7 barrels fresh mackerel.

Sch. Carrie Tyler, 15 barrels fresh mackerel.

Sch. Olive May, 1200 fresh mackerel.

Sch. Venus, 1200 fresh mackerel.

Sloop Venus, 400 fresh mackerel.

Sch. Laura Reed, 5 barrels fresh mackerel.

Sloop Active, 1500 fresh mackerel.

Steamer Quartette, 900 fresh mackerel.

Schs. Veteran and Vesta for harbor.

A Louisburg, C. B., dispatch of June 9 says that some of the local fishermen have made good catches of mackerel today, while others have done nothing. This season the fish are late coming in the coast but good catches are likely to follow, a good catch of spring mackerel means a great deal to our hardy fishermen, as they are to a great expense fitting up their nets and mooring, which costs a great deal of money. The price of nets and ropes are high at the present time and if a good catch of mackerel is not made our fishermen will have to depend upon the moderate catch of other fish to make up for the loss in mackerel.

Capt. James Fowler of the netting sch. Massasoit is home today. He reports that the netting fleet are finding mackerel scarce and many of them will soon give it up and come home.

June 15

BEEN ON GEORGES.

**But Sch. Victor Saw No Schools
of Mackerel.**

**Fleet of Seiners Are Still Har-
bored at Newport.**

A special from our Newport correspondent gives the following arrivals today:

Sch. Valkyrie, 500 fresh mackerel.

Sch. Olive, 400 fresh mackerel.

Sloop Leah, 1000 fresh mackerel.

Sch. Lucy E., 1400 fresh mackerel.

Sloop Defender, 1400 fresh mackerel.

Schs. Bertha and Pearl, Mary E. Harty, James and Esther, Nettie Franklin, J. W. Bradley, Kentucky and about 20 other seiners and netters in harbor.

Sch. Victor, Capt. John W. McFarland, arrived at Newport this morning for harbor. Capt. McFarland reports that since leaving the Cape Shore he has been all over Georges and seen no fish. He reports bad weather and lots of fog. Sch. Victor has 127 barrels of Cape Shore mackerel on board.

The price of salt mackerel was jumped again this morning, the fare of sch. Arcadia sold to George Perkins & Son at \$11.50 per barrel. One vessel owner, who has a trip coming said he would not take \$12 a barrel for them, to arrive.

DRAGON'S HEAD AND TUSKS.

**Sea Serpent Has Arrived for the
Summer Season.**

The sea serpent has put in his annual appearance, having been seen by Capt. Bartlett and the mate of the steamer Tresco, which arrived from Santiago at Philadelphia on Saturday. The captain says:

"We saw a school of sharks running wildly. Behind them seemed to be a derelict. We steamed up. It raised out of the water and the thing terrified us. Supported on a neck that rose above the water 15 feet was the head of a dragon, with two monster tusks. It was 100 feet long, with a body like a snake, tapering to a dragon-shaped tail. It looked at us and made off. It left a stifling odor."

DAILY TIMES' FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Everett Pierce, Rips, 35,000 lbs. cod.

Sch. Fanny A. Smith, LaHave Bank, 10,000 lbs. fresh cod, 170,000 lbs. hake.

Sch. Hattie A. Heckman, Scatteri Bank, 65,000 lbs. cod, 15,000 lbs. fresh cod.

Sch. Senator, Green Bank, 20,000 lbs. cod, 35,000 lbs. halibut.

Sch. Oregon, Grand Bank, 20,000 lbs. cod, 20,000 lbs. halibut.

Sch. Edward A. Perkins, Georges, 18,000 lbs. cod, 15,000 lbs. halibut.

Sch. Norumbega, No Man's Land, seining, 150 bbls. salt mackerel.

Sch. Olympia, No Man's land, seining.

Annisquam gasoline launches, Ipswich Bay, 14,000 lbs. pollock.

Sch. Evelyn L. Smith, shore.

Sch. Clara R. Harwood, shore.

Today's Market.

Board of trade prices: Large handline Georges cod, \$3.75 per cwt. medium do., \$3.00; large trawl Georges, \$3.50; medium do., \$2.75; handline cod from deck, caught east of Cape Sable, \$3.75; medium do., \$2.75; large trawl bank cod, \$2.87 1-2; medium do., \$2.50; large dory handline cod, \$3.12 1-2; medium do., \$2.75.

Board of Trade splitting prices on fresh fish — All cod caught on Le Have Bank and to the westward, large \$2.00; medium, \$1.40; all cod caught to the eastward of Le Have Bank, large, \$1.80; medium, \$1.30; snapper cod fish, 40 cts.; cusk, \$1.30; haddock, 75 cts.; hake, 80 cts.; pollock, 50 cts.

Ipswich Bay pollock, 45 cts. per cwt.

Outside sales bank cod, \$3.20 per cent. for large and \$2.60 for medium.

Rips cod, \$3.62 1-2 per cwt. for large and \$2.87 1-2 for medium.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Georges halibut, 9 3-4 cents per lb. for white and 8 1-4 cents for gray.

Fresh mackerel, 6 1-2 cts. apiece.

Cape Shore salt mackerel, \$11.50 per bbl.

No Man's Land salt mackerel, \$12.75 per bbl.

Salt pollock, 90 cents per cwt.

Boston.

Sch. Alice M. Guthrie, 10,000 haddock, 1300 cod.

Sch. Mattakessett, 4000 haddock, 3000 cod, 14,000 hake.

Sch. Manhasset, 38,000 haddock, 2000 cod.

Sch. Olivia Domingoes, 10,000 haddock, 1000 cod.

Sch. Two Forty, 2000 haddock, 15,000 cod, 1000 pollock.

Sch. Dawson City, 2000 haddock, 1550 cod, 3000 cusk.

Haddock, \$3.50 to \$4; cod, \$3.50 to \$4; pollock, \$3; hake, \$2 to \$2.50.

Fishing Fleet Movements.

Sch. Colonial baited at Anticosti yesterday.

Sch. Sheffield was at Barrington, N. S. recently.

Sch. Orinoco, before reported ashore, sailed from Port Mulgrave, for home on Friday.

Mackerel Notes.

The south shore fishermen have had a very poor mackerel season, the fish running in smaller quantities than for several years in this vicinity. The first two weeks in June have usually proved an excellent time for dragging. But the fishermen have now given up dragging until a run strikes in here. The few mackerel that have been secured have sold quickly for \$10.75 a barrel, but not even the demand caused by the early summer residents can be supplied.

Steamer Sylvia, at Halifax last night, reports passed through several large schools of mackerel on Saturday in latitude 45.20 north and longitude 58.20 west.

The fare of the sch. Norumbega sold to the Gloucester Mackerel Co.

Sch. Olympia arrived this morning for a seineboat to replace the one she lost off No-Man's Land in Friday's gale.

The Dominion Fisheries Intelligence bureau of Friday reports no mackerel excepting at Gabarus, and at that place fish were plentiful.

Sch. L. D. Laurence, with fresh fish, made Halifax when the fog lifted Thursday evening. She disposed of 20,000 mackerel at different places along the shore.

Fine Fares.

Sch. Senator, Capt. Nathaniel Greenleaf, arrived from Green Bank yesterday with a fine fare of 38,000 pounds halibut, and 20,000 pounds of cod. This is a splendid fare and was secured inside of a month, Capt. Greenleaf has been doing exceptionally well of late and his many friends are greatly pleased.

Sch. Fanny A. Smith, Capt. George Smith, is in port today with another of her big hake ribs, 180,000 pounds.

Good Stock.

Sch. Arbutus, Capt. Newman Wharton, stocked \$6000 as the result of her recent salt bank trip, her sharesmen each receiving \$152.

Sch. Preceptor, Capt. James Goodwin, stocked \$2527 on her recent halibut trip, the crew sharing \$62.37.

Seeking Bait.

Twenty-two sail of Georgesmen and shacklers are reported at Boothbay seeking bait, which is very scarce. Some vessels have been three weeks trying to get baitings.

Halibut Sales.

The fares of schs. Edward A. Perkins and Senator sold to the New England Fish Company and that of sch. Oregon to the American Halibut Company, all at 10 cents per pound for white and 8 cents for gray.

CUT DOWN BY BIG FOUR MASTER

Sch. Alice M. Guthrie Reaches Boston Almost Miraculously.

Was Dismasted and Cut Down at Water's Edge.

Big Craft Made Unsuccessful Attempt to Tow Schooner In.

Totally dismasted and with a great, gaping hole in her port bow covered with boards and canvas the fishing schooner Alice M. Guthrie of Boston, Capt. Martin Guthrie of this port, was towed into T wharf yesterday morning by the tug boat Vesta, which picked her up just below Boston light.

The Guthrie was in collision, 75 miles south-east of Highland light, last Friday morning with the big five-masted schooner Baker Palmer, Capt. McLaughlin, bound from Portland for Baltimore, in light trim, and the wonder is that she remained afloat, considering the damage she sustained.

Capt. Guthrie told the following story of the disaster:

"We left Gloucester last Tuesday morning for the south channel fishing grounds, but on account of variable winds and heavy fog we did not reach there until Thursday. It was thick all the time and the sea was very rough at times. The crew fished all day Thursday, and succeeded in securing about 10,000 pounds of haddock and 5000 pounds of cod before dusk.

Friday the fog was very thick, but at 3.30 in the morning the men began preparations for another day's fishing. Six dories containing 18 members of the crew had just started from the vessel to haul trawls when we heard one blast of the fog horn, which we immediately answered with one blast of our horn.

I was at the wheel and we were just jogging along. Seven men were on deck, and Irving Rankin, who was ill, was in his bunk in the forecabin.

"Suddenly two of the crew shouted a warning and simultaneously I saw the hull of the big schooner Baker Palmer coming out of the fog. She was right on top of us and in less than four seconds she crashed into us forward of the foremast, cutting into our port bow, carrying away the bowsprit, breaking off the foremast at the deck and completely wrecking the vessel forward. When the foremast went by the board it carried with it the topmast and everything attached, and the decks were a tangled mass of wreckage.

"The Palmer was on the port tack, going at the rate of seven or eight knots, with all sails set.

"She struck us with terrific force, keeling our vessel over until we feared she would capsize. Every man on deck was knocked down, but all escaped injury with the exception of Rankin, the sick man, who climbed out of his bunk at the first warning, and was on the gangway ladder when the crash came. He was thrown 30 feet toward the stern and was severely bruised about one ankle.

"Fearing our vessel would go to the bottom we hurriedly got the two remaining dories overboard and most of the crew got into them, while one of the other dories returned and took off the others.

"The two vessels remained locked together for nearly an hour, and after we found there was no immediate danger of our schooner going down we returned on board and cut away the mainmast, which was swinging and in danger of falling at any minute. After that part of the crew manned the pumps, as the water was pouring in through the hole in the side, while the others assisted in clearing away the debris. Finally the two vessels were separated and the crew of the Palmer paid our vessel astern, after the Palmer's captain had agreed to tow us to Boston.

"It was blowing a strong southeasterly breeze when the Palmer started with us in tow and the water kept washing into the hold, making it necessary for the crew to pump continuously.

"The Palmer towed us about 25 miles in the direction of Highland light, when the towing hawser parted, and we parted company. Our position was then one of extreme peril. The Palmer went fully two miles before she came about, and then she was unable to get near us again, owing to the stiff breeze and the inability of her crew to handle her. She appeared to be unmanageable.

"Then began a struggle to keep the vessel afloat. While part of the crew worked the pump, the others were in engaged in patching the big hole in the bow, which extended from the deck to within a couple inches of the water line. This work was very difficult on account of the heavy seas, and the men were under water part of the time.

"The men were let over the side with life lines about their waists, and after working under the most unfavorable conditions from noon until dark, the hole was closed with boards and canvas, so that the leak was greatly reduced. In the meantime, a jury mast was rigged forward, out of the jumbo boom, with a riding sail and five dory sails bent to it, and a dory mast was rigged to the stump of the mainmast.

"In order to lighten the vessel forward as much as possible, the ice and bait was thrown overboard and the gear that was not lost was moved astern. We tried to sail in the direction taken by the Palmer, which was heading east, but the wind carried us in a northwesterly direction. At 9.30 Saturday morning we managed to fetch by Highland light, making slow progress. We came into the lower harbor early Sunday morning, and the Vesta picked us up and towed us to T wharf."

The captain estimates that it will cost \$3000 to repair the vessel. She will land what fish she has and will then tow to this port for repairs.

Although the Guthrie hails from Boston, Capt. Guthrie and his men all belong at this port and are all well known, as Capt. Guthrie's record in the market fishery the past few years has been second to none.